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Fig.1.

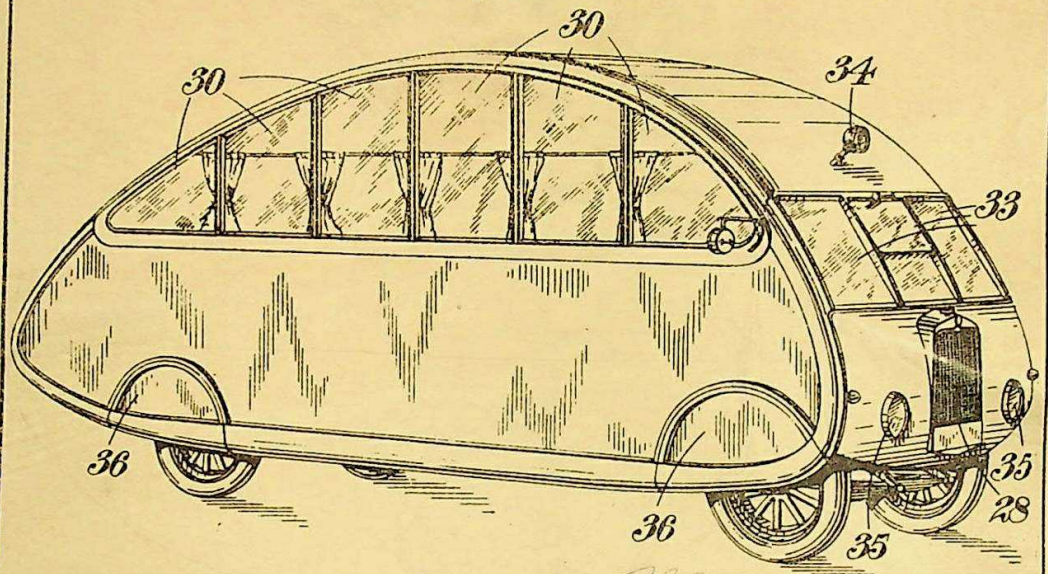
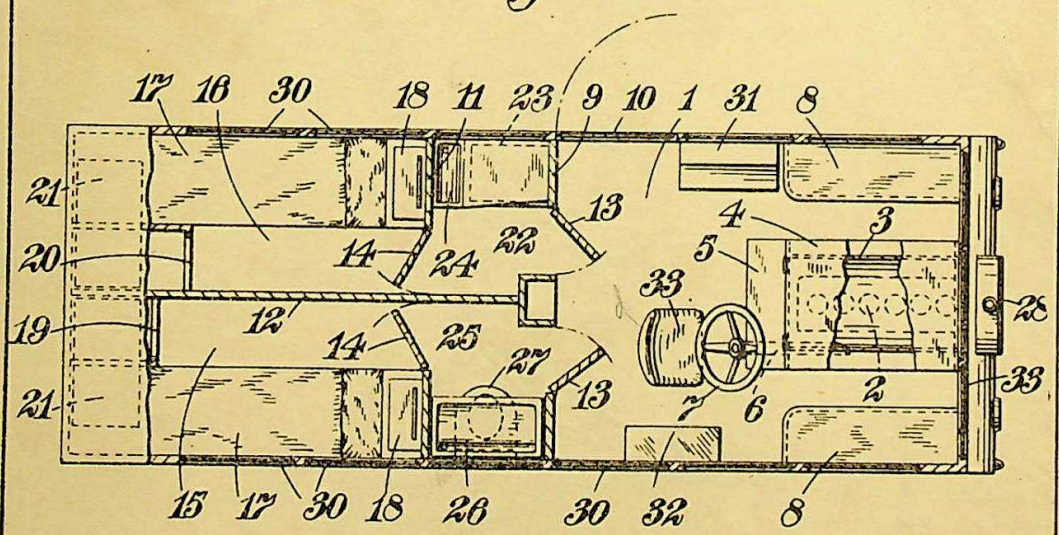


Fig.2.



[This Drawing is a reproduction of the Original on a reduced scale.]

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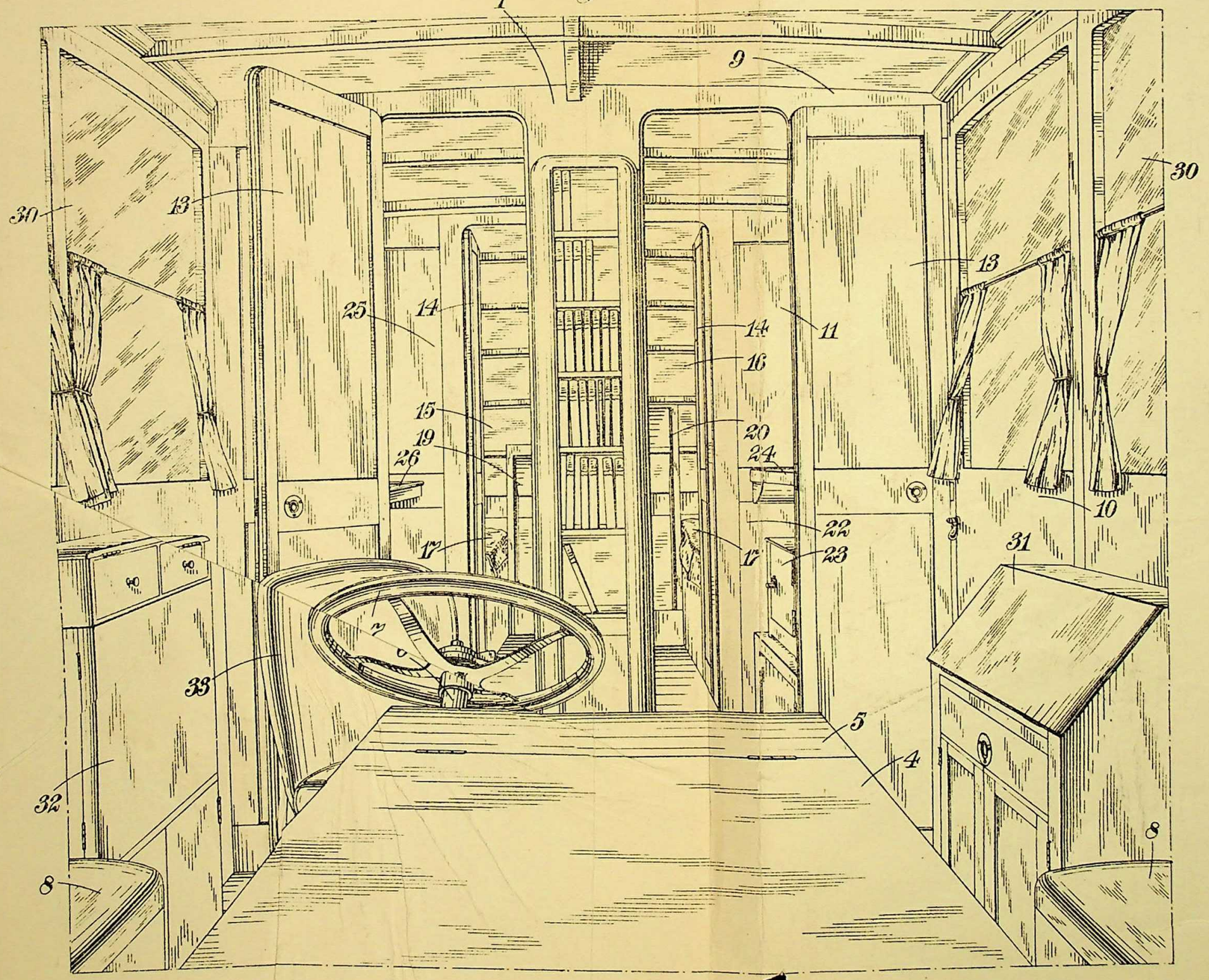
[This Drawing is a reproduction of the Original on a reduced scale.]

Fig.3.



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PATENT SPECIFICATION

Application Date: July 1, 1927. No. 17,516/27. **297,881**

Complete Left: Oct. 12, 1927.

Complete Accepted: Oct. 1, 1928.

PROVISIONAL SPECIFICATION.

Improvements in or relating to Motor Vehicles.

I, NOEL PEMBERTON-BILLING, a British subject, of Gramophone Record Factory, Feltham, Middlesex, do hereby declare the nature of this invention to be as follows:—

This invention consists in improvements in or relating to motor vehicles and has for an object to afford within the body a greater accommodation than is at present usually possible. The improvements may be, and preferably are applied to a motor caravan in which accommodation is provided for sleeping, but the invention is not limited to this particular type of body.

The invention comprises a motor vehicle having the engine situated within the body portion of the vehicle (such, for example, as a totally enclosed body portion), and an enclosure in which the engine is housed and which constitutes an article of furniture, such, for example, as a table.

The present invention further includes a motor vehicle having the engine situated within the body portion of the vehicle, and having the body portion extended forwardly so as to overhang a portion or the whole of the front wheels, and preferably extended rearwardly so as to overhang and extend rearwardly beyond the rear wheels.

Preferably the body portion itself is shaped as to the top, bottom and end surfaces thereof so as to be of stream-line formation or substantially so. The sides are conveniently vertically disposed.

In one preferred example of the invention, the interior of the body is divided into compartments. The forward compartment which comprises nearly one-half of the length of the body, is fitted as a living room. The engine, which is centrally arranged in the width of the vehicle and is situated at the front end of the forward compartment, stands up above the floor thereof and is enclosed in a casing to constitute a table. The upper surface of the casing has hinged flaps which can be extended to form an enlarged table top when desired.

The steering column is arranged alongside the engine within the casing enclosing the engine so that the steering wheel itself is accessible at one of the front top corners of the top of the engine enclosure. The steering wheel is preferably made detachable so that when the vehicle is stationary it can be removed to give free access to the table top.

A housing for the whole or that portion of each front wheel that is overhung by the body, is arranged at each front corner of the forward compartment of the vehicle body, and the housing is so designed as to afford a seat with a cupboard space in the rear of the actual enclosure for the front wheel. The two seats thus afforded will be on either side of the table, and when the flaps are extended the seats will be in position so that the occupants thereof can sit at the table.

Immediately in rear of the forward compartment is a partition extending transversely across the whole width of the vehicle, and forwardly of the partition, in the side walls of the vehicle, are doors on each side giving access to the front compartment. Spaced a short distance in rear of the transverse partition above mentioned is a second partition so that between the two partitions a compartment is formed which is divided into two by means of another partition extending fore and aft. Doors give access to each of the central compartments thus provided from the forward compartment or living room, and other doors in the rear partition give access to two other compartments which comprise the rear portion of the vehicle and constitute sleeping compartments.

In each of the latter there is fitted a bed, and the space beneath the bed is divided into cupboards or chests-of-drawers. A space alongside one cupboard in each compartment is utilised for housing the rear wheels.

One of the two central compartments is fitted with a cooking stove and any other kitchen or larder requisites that may be desired, for example an ice-chest and such cupboards as may be necessary for the storage of food and other materials.

The other central compartment may be fitted with a wardrobe built on to the fore and aft partition which divides the two

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central compartments, and at the outer wall it is conveniently fitted with a washstand with a dressing-table arranged above the washstand, and under the latter there may be such sanitary arrangements and devices as can be accommodated in a vehicle of this description.

Both sides of the vehicle, from approximately a position midway in height at the middle of the body to the top, is furnished with glass panels, and other glass panels are provided in the top surface of the front and rear compartments where the stream-line curvature occurs.

Owing to the stream-line formation, it may be found that there is a space forwardly of the engine and between the casing therefor and the front wall of the vehicle. This space is conveniently utilised as a sideboard with cupboards beneath the sideboard top on each side of the engine casing.

Virtually, the only portion of the vehicle which extends outside the casing is the radiator, in the construction above described, so that it will be appreciated that as much space as possible has been taken into the interior of the vehicle.

The construction according to the present invention is not limited to a vehicle body of the caravan type. It may be applied to a touring type of vehicle with or without a totally enclosed body. With the stream-line formation above described, however, in the case of a totally enclosed body, considerable strength is afforded to the body by reason of this formation.

The body may be secured to the chassis in any preferred manner, but as the mounting of a body on a chassis, together with springing arrangements, is well known, it is thought that no further description is necessary.

Within the interior of the body there may be provided any other articles of furniture that may be required, such, for example, as chairs, desks, cupboards, chests-of-drawers and the like where space permits.

Dated this 1st day of July, 1927.

BOULT, WADE & TENNANT,
111 & 112, Hatton Garden, London,
E.C. 1,
Chartered Patent Agents.

COMPLETE SPECIFICATION.

Improvements in or relating to Motor Vehicles.

I, Noel Pemberton-Billing, a British subject, of Gramophone Record Factory, Feltham, Middlesex, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

This invention consists in improvements in or relating to motor vehicles and has for an object to afford within the body a greater accommodation than is at present usually possible. The improvements may be, and preferably are applied to a motor caravan in which accommodation is provided for sleeping, but the invention is not limited to this particular type of body.

The invention comprises a motor vehicle having the engine situated within the body portion of the vehicle (such, for example, as a totally enclosed body portion), and an enclosure in which the engine is housed and which constitutes part of the interior equipment of the vehicle, for example, an article of furniture such as a table.

The present invention further includes a motor vehicle having the engine situated within the body portion of the vehicle, and having the body portion extended forwardly so as to overhang a portion or the whole of the front wheels, and preferably extended rearwardly so as to overhang and extend rearwardly beyond the rear wheels.

Preferably the body portion itself is shaped as to the top, bottom and end surfaces thereof so as to be of stream-line formation or substantially so. The sides are conveniently vertically disposed.

One preferred example of the invention will now be described with the aid of the accompanying drawings, in which—

Figure 1 is a perspective outer elevation of the vehicle;

Figure 2 is a plan in section showing the interior fitting of the vehicle, and

Figure 3 is a perspective view of a portion of the interior, looking rearwardly.

Like reference numerals indicate like parts in all the figures of the drawings.

As seen in Figure 2, the body is divided into several compartments. The forward compartment 1, which comprises nearly one-half of the length of the body, is fitted as a living room. The engine, indicated at 2, which is arranged centrally in the width of the vehicle and is situated at the front end of the forward compartment, stands up above the floor level

thereof and is enclosed in a casing 3 having a removable top 4. The casing and the top together constitute a table. The top 4 has a hinged flap 5 which can be extended, as indicated, to form an enlarged table top when desired, and when not required for use, can be folded back over the table top to reduce the space occupied by the table as a whole.

The steering column 6 is arranged alongside the engine within the casing 3 so that the steering wheel 7 is accessible at the right-hand top corner of the engine enclosure. The wheel 7 may be made detachable so that when the vehicle is stationary it can be moved to give free access to the table top.

As seen clearly in Figure 1, the front and rear wheels are overhung by the body work, and the latter extends close to the ground so that the wheels are almost entirely enclosed within the structure. A housing for that part of each front wheel that is overhung by the body is arranged at each front corner of the compartment 1, and each wheel housing is so designed as to afford a seat 8. Beneath the latter there is preferably a cupboard space in rear of that portion of the housing occupied by the wheel. The two seats thus afforded will be on either side of the table, and the sides of the housing 3 adjacent the seats 8 are preferably so shaped as to afford convenient knee-room for persons occupying the seats.

Immediately in rear of the forward compartment 1 is a transverse partition 9, and forwardly of this partition, in the side of the vehicle, is a door 10 giving access to the front compartment. Spaced a short distance in rear of the partition 9 is a second transverse partition 11, and between the two partitions a compartment is afforded which is divided in two by means of a longitudinally-extending partition 12. Doors 13 give access to each of the central compartments from the forward compartment 1, and other doors 14 give access from the central compartments to two rear compartments now to be described.

In each of the two rear compartments 15 and 16 there is fitted a bunk or bed 17, and the space beneath the bed is utilised as a cupboard or chest-of-drawers. A portion of the space beneath each bed or bunk 17 is utilised for housing the rear wheels, and at the head of each bunk there is conveniently fitted a compact dressing-table 18. Near the rear end of the compartment 15 is a transverse partition 19 which may have a door giving access to the tapered rear extremity of the vehicle, and this portion may be utilised for storage purposes. A similar transverse partition 20 in the compartment 16 affords a larger cupboard space in which may be stored spare wheels or tyres or the like. Furthermore, situated right in the tail of the vehicle are water storage tanks 21.

One of the two central compartments 22 is fitted with a cooking stove 23 which is conveniently an electric cooking stove, and above the latter is a tip-up sink 24 for washing dishes, cutlery and the like. The sink is hinged along one edge so that it can be raised to expose the top of the cooker.

The other central compartment 25 is fitted with a tip-up lavatory basin 26 and beneath that with a lavatory seat 27 and necessary lavatory arrangements and devices such as can be accommodated in a vehicle of this description.

Pipes are led from the water-supply tanks 21 to the sink 24 and basin 26, and such other parts of the vehicle as may be desired. For sake of clearness, however, these pipes are not indicated in the drawings.

In the engine compartment there is conveniently provided an electric generator which can be coupled to the engine when required and which may serve to supply the necessary heat to the cooking stove 23. A fan driven from the engine may serve not only to induce a draught through the engine radiator 28, but may also be utilised to ventilate the interior of the vehicle.

It will be seen from Figure 1 that the vehicle, as to its top, bottom and end surfaces is substantially of stream-line formation with flat vertical sides. Above a position approximately midway in the height of the vehicle body to the top thereof are fitted glass panels 30, some or all of which are arranged to be opened by raising and lowering in the well-known manner. These glass panels give the necessary light to each compartment.

The forward compartment 1 may be fitted with such articles of furniture as may be desirable and necessary; for instance, a writing table or bureau may be fitted conveniently at 31; a gramophone and wireless-receiving set may be fitted at 32, and a swivel or other chair is situated at 33 to constitute a driver's seat. Although not illustrated in the drawings, the forward end of the compart 1 may be fitted as a sideboard with cupboards beneath the sideboard top on each side of the engine casing and extending transversely across the compartment.

Windows 33 are provided in the front wall of the vehicle to give the driver a clear view of the road ahead, and each is conveniently fitted with an automatic wiper for use in bad weather. In front of

the vehicle and situated above the windows 33 is a swivelling lamp 34, the light beam from which can be directed where desired by an adjustable device situated within the interior of the forward compartment 1 accessible to the driver. Headlights 35 are substantially entirely within the bodywork of the vehicle. Detachable segments 36 having means for their quick attachment to and detachment from the body of the vehicle serve, when removed, to give access to each of the wheels. When in position, they constitute part of the housing for the wheels.

The construction according to the present invention, while it is particularly applicable to a body of the caravan type, is not necessarily limited thereto. That is to say, it is not essential that the body should contain sleeping compartments as it may be employed simply as a closed touring car affording seating accommodation for the passengers.

The body is secured to the chassis in any preferred manner, and it will be seen from the illustrations that the chassis springing arrangements and other parts carried on the chassis are all hidden from view by the formation of the body.

Although certain articles of furniture have been described specifically as being embodied either in the construction or in the fitting of the vehicle, the invention is not limited to the employment of the particular fittings described and some of those detailed herein may be omitted and/or other articles of furniture and convenience added to the equipment.

Having now particularly described and ascertained the nature of my said invention and in what manner the same is to be performed, I declare that what I claim is:—

1. A motor vehicle having the engine situated within the body of the vehicle (for example within a totally enclosed body) and having also an enclosure in which the engine is housed and which constitutes part of the interior equipment of the vehicle, for example an article of furniture such as a table.

2. A motor vehicle having the engine situated within the body portion thereof and having the latter also extended forwardly so as to overhang and house the front wheels.

3. The subject-matter of Claim 1 or Claim 2, in which the body portion is so constructed as to extend rearwardly to overhang and house the rear wheels.

4. A motor vehicle according to any one of the preceding claims in which the body portion is shaped as to the top, bottom and end surfaces thereof so as to be of stream-line formation or substantially so.

5. The subject-matter of Claim 4 wherein the body portion is provided with vertically-disposed side walls.

6. A motor vehicle according to any one of the preceding claims wherein the interior of the body is divided into several compartments so as to afford a living compartment, a sleeping compartment or compartments, and culinary and lavatory compartments substantially as described.

7. A motor caravan shaped as to its outer surface and constructed as to its interior accommodation substantially as illustrated herein.

8. A motor caravan having the interior compartmented and fitted so as to utilise to a maximum the space contained within the body substantially as illustrated herein having regard to the accompanying description.

Dated this 12th day of October, 1927.

BOULT, WADE & TENNANT,
111 & 112, Hatton Garden, London,
E.C. 1,
Chartered Patent Agents.

Redhill: Printed for His Majesty's Stationery Office, by Love & Malcomson, Ltd.—1928.